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WHAT CONSTITUTES AMERICAN FISHERY OFFICIALLY DEFINED.

Circular Issued by Secretary MacVeagh of Treasury Department.

Vessel Must Be Actually Fishing to Entitle Catch to Free Entry.

Notwithstanding that the United States board of general appraisers, in what is known locally as the Capt. Carter case, recently gave a decision as to what constituted an American fishery in foreign waters, which decision was most sweepingly liberal, it seems that the end is really not yet and that after all, the court of customs appeals will have to pass on the matter before it is finally settled just what is not an American fishery.

The appearance of the issue involved before the court above referred to is made doubly certain from the fact that not only has the Treasury department appealed from the decision, but now promulgates, in a lengthy document, for the guidance of collectors and other officers of customs, its ruling as to what constitutes an American fishery and under what conditions fares of fish in American bottoms shall or shall not be assessed duty.

So important is the question to the leading interest of this city, the fishing industry, that the regulations as promulgated by Secretary MacVeagh are here published in full:

Regulations Promulgated by the Treasury Department.

To Collectors and Other Officers of the Customs:

Paragraph 639 of the tariff act of August 5, 1903, provides for the free entry, among other things of "spermaceti" whale, and other fish oils of American fisheries, and all fish and other products of such fisheries.

1—An American fishery, within the meaning of said paragraph is defined as a fishery operated under the American flag by American vessels in foreign waters, in which such vessels have the right, by treaty or otherwise, to take fish and other marine products. The products of such fisheries will be held to include fish, oil, bone, sponges, turtles and all other marine products.

2—Fish taken by the citizens of another country, and purchased by the owner, master or agent of an American vessel, whether or not landed on shore prior to being taken aboard such vessel, are not entitled to free entry as product of an American fishery.

3—Fish taken from the water by members of the crew of an American vessel (who may be either American citizens or foreigners) or by foreign fishermen in the presence of such vessel and under the supervision of its master or crew, and in pursuance of an employment for that purpose, whether with foreign boats, nets, gear and tackle, or with boats, nets, etc., provided for such purpose by the fishing vessel, and brought by such fishing vessel to a port of this country, or transhipped to another vessel as hereafter provided, will be entitled to free entry.

In other words, section three provides that the employment of foreign fishermen either as members of the crew or under the supervision of the master or crew of an American vessel is allowed, but the purchase by the master or crew of an American vessel of fish caught by the citizens of another country in foreign waters will subject such fish to duty.

4—Fish taken by an American vessel in the manner described in paragraph 3 hereof and landed on shore in foreign territory to be frozen, salted, dried, or otherwise preserved for transportation by the master and crew of the fishing vessel will be entitled to free entry, provided no persons other than the officers, masters and crews of said fishing vessel or persons employed for the purpose have been engaged in freezing, salting, drying, or curing such fish on shore, and further provided the fish have not been subjected to any process of manufacture on shore.

5—Fish imported in a vessel other than the vessel by which the same are taken will not be entitled to free entry unless it be shown to the satisfaction of the collector of the customs at the port of entry by affidavits, or otherwise, that it was impracticable for commercial reasons, or because of accident, stress of weather or otherwise for such fishing vessel to bring the catch into port.

Affidavits Required in Case of Transshipment of Catch.

6—Whether such products are imported in the vessel by which the same are taken by another vessel, as provided in section 5 (supra), an affidavit by the master of the vessel by which the fish or other products were taken will be required upon entry, showing when, where, by whom, and the manner in which the same were taken from the water on board such vessel and such affidavit will be required to be verified by the affidavits of at least

two members of the crew of the fishing vessel. Free entry will be denied unless it appears that the fish or other products were taken by members of the crew of the fishing vessel, either alone or with the assistance of men, boats and gear employed for such purposes. If the fish were taken by or with the assistance of citizens of a foreign country not members of such crew, it must appear that the same were taken from the water in the presence of the fishing vessel and under the supervision of the master or crew thereof in pursuance of an employment for that purpose, and were not purchased by or on behalf of the owner or master of said vessel.

Such affidavits may be made before a treasury agent designated by the department, before any United States consul, or any collector, or deputy collector of customs, or before any notary public, or other officer having a seal and authorized to administer oaths.

7—In case such fish are imported by a vessel other than the one by which the same were taken, as provided in section 5 (supra), a manifest showing transshipment from the fishing vessel by which the same were taken, certified by the American consul at the port of transshipment, or by a treasury agent designated by the department, or if there be no such officer at such port, before two respectable resident merchants, must be produced on entry.

In the case of transshipment of the catch of an American fishing vessel to railway cars in a foreign country for shipment to this country, the same procedure will be followed as in the case of transshipment to another vessel.

Vessel Must Be Actually Fishing to Admit Fish Free.

From a necessarily brief perusal, the gist of the regulations is that an American vessel to be entitled to free entry of its cargo of fish caught in Newfoundland or Canadian waters must be actually in operation in the process of fishing, not tied to a wharf as in the Sarah C. Wharf case, and that the fish must be caught under the supervision and virtually under the eye of the American master by men employed for that purpose, whether American or with foreign boats and appliances. The regulations are interpreted as being broad enough to permit a Gloucester fishing master for example to sail to the waters of Newfoundland and engage a fleet of Newfoundland vessels to catch fish for him and bring the fish in his own vessel to the United States without payment of duty.

Transfer of such cargo to a railroad or to another vessel is permitted only in cases of emergency. The ruling, it will be seen, makes a sharp distinction between the actual purchase of fish caught by the citizens of another country and fish from foreign vessels by foreigners who are paid only for their work. The regulations prescribe rigidly for certification of the circumstances under which fish for which free entry is claimed are caught.

Memoranda of the Appeal in the Carter Case.

Assistant Secretary Curtis gives out also with the new regulations a memorandum of the appeal taken by the department for the decision of the Board of General Appraisers in the case of the fishing vessel Sarah C. Wharf, Capt. Carter, owner and master. The appeal is taken for the reason that the department does not consider that the method of operation adopted by Capt. Carter constitutes an "American fishery" or that the fish taken in this way are entitled to free entry under paragraph 639 of the tariff act. In this case it will be recalled that the vessel had been tied to the wharf for three years on the shores of the creary waters of Newfoundland, and Capt. Carter had bought the fish, which had been dried on the shore.

"The objection to the decision," says Secretary Curtis, "is based upon the fact that the fish which were admitted to free entry were not caught in the presence of or in connection with the operation of an American fishing vessel. The department raised no question whatever as to the right of captains of American fishing vessels to employ natives of Newfoundland as a part of the crew when conducting an American fishery. This right has always been conceded by the department and has been affirmed by the recent decision at The Hague. The new regulations are issued for the purpose of making a definition of an American fishery clear and unambiguous; and the department has appealed from the board decision in order that the issue involved may be determined by the Court of Customs Appeals."

Ruling Generally Satisfactory to Lodge and Gardner.

Congressman Augustus P. Gardner, and Senator Lodge are inclined to be pleased rather than otherwise with the ruling of the treasury department establishing the status of an "American fishery." Neither gentlemen will comment in detail upon the regulations, having had no time to study them, but their impressions of the document are favorable.

Said Captain Gardner of the treasury department circular: "I have not yet had opportunity to study this document carefully, but I am very glad in-

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deed that the treasury department has decided to issue definite instructions. This will put an end to the accusation that the Gloucester fishing fleet is in the habit of buying its herring rather than catching any. I do not deny that some years ago this accusation may have been justified in some cases, but of late years the Gloucester fishing fleet has been able to catch its own herring.

"I am not quite satisfied with the wording of paragraph five and six, but it is very likely that closer examination will convince me I am mistaken. For instance, it seems to me obvious that if a vessel catches more herring than she can transport, the master ought to be permitted to ship the excess in another vessel. It does not seem to me that paragraph five clearly entitles him to do so."

The question is raised also whether in the requirement of certification by the master and two of the crew, sufficient provision can be inferred to protect a cargo where wreck or illness have made the signatures unobtainable, but no definite criticism is expressed on that point.

NEWFOUNDLAND FLEET MORE FIRMLY ICEBOUND THAN EVER.

Sudden Drop in Temperature Accompanied by Howling Storm.

News From Bay of Islands of Most Discouraging Nature.

The hopes raised high by the receipt here of the message yesterday morning to the effect that word had been received at Birchy Cove, Bay of Islands, that three of the crafts imprisoned in the Humber Arm had been released and that the fourth would soon be free, were dashed to the ground last night by the receipt of telegrams which put a more serious aspect than before on the face of things there.

It is not sure yet that the three vessels referred to yesterday as probably free, schs. Dauntless, Ella M. Goodwin and S. P. Willard, really got out of the ice. It is thought that they might have come near it or that the ice around them was broken up so that rescue seemed sure, but at any rate they are not out; indeed, they are frozen in as badly if not worse than at first.

While yesterday morning's telegrams indicated milder weather and southwest winds blowing gently, the face of the weather king hardened in an hour, and without the slightest warning and by noon the whole bay and contiguous coast was wrapped in the arms of the most severe storm of the whole winter, worse than the one in which the crafts got caught in the ice. One dispatch received here from one of the skippers down there reports the storm as "unusually severe" and "a regular howling blizzard."

The storm raged yesterday afternoon and according to the last telegrams received continued last night with unabated fury.

Four Vessels Still Imprisoned in the Ice.

Telegrams direct from the scene state that the four schooners, Dauntless, Ella M. Goodwin, S. P. Willard and Constellation, are still in the ice, and it is feared that some of them at least may be there for the winter, although after the storm abates there may be a chance, with a warm spell of weather, they may be freed, although coming down of the gulf ice at any minute has also to be reckoned with.

The Gorton-Pew Fisheries Company telegrams are to the effect that the four vessels are in the ice and that none of the fleet has had a chance to sail since last Monday and that conditions have been such, since the first blizzard, as to prevent any craft putting to sea.

Their messages today speak of the storm of yesterday afternoon and last night as the worst of the year and it was still raging when the telegrams

were filed. So severe were the weather conditions that the Newfoundland government cutter Fiona, which has been doing such grand work among the ice-caught and endangered vessels, has been obliged to suspend operations.

Other very reliable advices, which also can be depended on as accurate, state that the storm yesterday was accompanied by severe cold, that the four vessels were still in the ice and that the situation really looked pretty bad. The Fiona, unable to do anything for the four imprisoned craft, turned her attention to Middle Arm and towed out there schs. Clintonia and Thomas A. Cromwell and got them to an anchorage at Woods Island.

In towing sch. Clintonia the hawser parted, but the vessel got to Woods Island all right, and as soon as the gale abates will take in ballast and start for home.

Weather Has Prevented Fleet at Woods Island From Sailing.

The same dispatch said that the fleet as a whole had had no chance to leave the bay and make a dash for home and 15 of them were still anchored at Woods Island and five more at Brake's Cove, while the other four were jammed in the ice in the Humber.

In the opinion of the sender of the dispatch, if the present conditions prevailed for any length of time the four frozen-in vessels would not be able to get out until next spring.

If the condition of things at Bay of Islands can be called bad, those at Anticosti and in the Gulf of St. Lawrence are also very disquieting. Yesterday afternoon's dispatch, from West Point, Anticosti, stated that the thermometer stood on 16 degrees below zero, with a heavy north-northwest gale raging, accompanied by heavy snow, the force of the wind being 48 miles an hour, with a lot of ice in sight and drifting southeast.

This morning a telegram from Southwest Point, Anticosti, gave the thermometer 7 above zero, wind southwest and heavy, blowing 45 miles an hour and close packed ice in shore only.

A message this noon from Heath Point, Anticosti, said that a southwest gale was in progress there, with the thermometer 2 below zero and light packed ice in shore.

Sch. Rob Roy at Shelburne, N. S., for Shelter.

Sch. Rob Roy of this port, from Bonne Bay, N. F., with a cargo of salt herring, and bound for Lubec, Me., to discharge, was at Shelburne, N. S., for shelter on Wednesday.

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Bank halibut 14 3-4 cts. per lb. for white, 11 cts. for gray, with the heads on.

Salt cusk, large, \$2.50 per cwt.; medium, \$2.

Salt haddock, \$2 per cwt.

Salt hake, \$2 per cwt.

Salt pollock, \$2 per cwt.

Splitting prices for fresh fish:

Codfish, large, \$2.50 per cwt.; medium, \$1.80; snappers, 80c.

Cusk, large, \$1.75 per cwt.; medium \$1.30; snappers, 50c.

Haddock, \$1.30 per cwt.; hake, \$1.30 per cwt.; dressed pollock, \$1.30 per cwt.; round pollock, \$1.20 per cwt.

Georges handline salt cod, \$5.55 for large and \$5.50 for medium.

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THE BAY OF FUNDY CLAIM.

CANADIAN GOVERNMENT SEEKS AUTHORITY TO EXCLUDE STEAM TRAWLERS.

The Canadian department of marine has asked the justice department for an opinion as to whether, under the terms of the award of The Hague Tribunal which dealt with the North Atlantic fisheries case, the Bay of Fundy should be considered as territorial waters from which Canada can exclude fishermen of foreign countries.

In a letter setting forth the facts of the case, Alexander Johnston deputy minister of marine and fisheries, wrote to Mr. Newcombe, deputy minister of justice, on November 4 last, pointing out that the fisheries department was anxious to regulate steam trawling in the Bay of Fundy and other coast waters, but unless the government had authority to shut out American or other foreign trawlers, it would not be wise to make regulations prohibiting steam trawling in that Bay by Canadian fishermen.

Mr. Johnston pointed out that up to 1853 Canada had asserted its right to control the fisheries in the Bay of Fundy and to regard it as a closed sea. In pursuance of this right an American fishing vessel named the Washington had been seized when fishing in the bay six miles off the coast. By a treaty concluded in 1853 between Great Britain and the United States, the question as to the right of Canada to thus seize the vessel was submitted to the adjudication of an umpire jointly chosen by the American and British governments. This umpire was a Mr. Bates, who was a junior member of a United States banking firm in England. His decision was that the bay could not be considered as territorial waters, and under his award Canada was compelled to pay damages for the seizure of the vessel.

Mr. Johnston urges that this decision should not be considered as final, inasmuch as it was more particularly concerned with a pecuniary claim, and inasmuch as the recent Hague decision seems to lay down the general principle that the coast line should run from headland to headland. The Bay of Fundy was expressly excluded from the consideration of the tribunal at The Hague, and beyond the general principle of law laid down, and its complication, the cases of individual bays in Newfoundland and Canadian waters, there has been no specific determination of the point now raised beyond the above noted award of 1853.

Another important point raised is that the award does not clearly indicate whether Canada has a right to exclude from territorial waters vessels of other countries, than those which were parties to the treaty of 1818.

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Maine Scallop Fishermen Supplying Boston Market.

Some of the fishermen are making good money at the present time gathering sea scallops for shipment to the Boston market, where there is a good demand at very high prices. They are especially plentiful on Little Chebeague bar, one fishing boat bringing up over 1000 a few days ago. Maine is now practically furnishing about all the scallops used in Boston, as none are now being sent there from around Cape Cod, where formerly big shipments were sent all through the winter months. Some dealers say that the falling off of Cape scallops is due to the new Maine law which forbids soaking scallops before shipping which leaves them with the real sea flavor, and that consumers have begun to take to them for that reason. Others say the new Massachusetts law forbidding taking small sized scallops has made the fishermen overcautious.

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TWO HERRINGERS AND TWO HOOKER

BUT FEW OF THE FISHING FLEET NOW DUE TO ARRIVE AT THIS PORT.

The reason the vessels come along so slowly is a good one, indeed one of best in the world, simply there are but few due. All that can be called "expected" are some of the herring fleet, and as they have been up against hard weather they are more apt to be behind schedule than otherwise.

It is a little early to look for the first of the halibut fleet and the bulk of the Georges handliners have just gone out.

Yesterday afternoon sch. William Matheson, one of Capt. T. M. Nicholson's Bucksport, Me., fleet, arrived here from Bonne Bay, N. F. with a cargo of herring, 850 barrels salted, 400 barrels frozen and 100 barrels of pickled, the latter for a deck load, as is the usual custom.

This noon sch. Meteor arrived from Bay of Islands, N. F., with 100 barrels of salt herring, and sch. Mary A. Gleason of the Georges handline cod-fishing fleet, came along with a fine fare of 30,000 pounds of salt cod.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

- Sch. William Matheson, Bonne Bay, 850 bbls. salt herring, 400 bbls. frozen herring, 100 bbls. pickled herring.
- Sch. Cynthia, via Boston.
- Sch. Meteor, Bay of Islands, N. F., 1100 bbls. salt herring.
- Sch. Mary A. Gleason, Georges, handlining, 30,000 lbs. salt cod.
- Sch. Mary E. Silveira, shore.
- Sch. Walter P. Goulart, shore.
- Sch. Frances P. Mesquita, shore.
- Sch. Annie and Jennie, shore.
- Sch. Mary E. Cooney, shore.
- Sch. Emily Cooney, shore.
- Sch. Mary B. Greer, shore.
- Sch. Harriet, shore.
- Sch. Jeanette, shore.
- Sch. Rebecca, shore.
- Sch. Little Fannie, shore.
- Sch. Nokomis, shore.
- Sch. A. C. Newhall, shore.
- Sch. Thomas Brundage, shore.
- Sch. Joseph H. Cromwell, shore.
- Sch. Rose Standish, shore.
- Sch. Valentina, shore.

Vessels Sailed.

Sch. Fannie A. Smith, Boston, to take out cargo of frozen herring.

Today's Fish Market.

Bay of Islands salt herring, \$4.12 1-2 per bbl., Bonne Bay salt herring, \$3.62 1/2 per bbl., pickled herring \$5 per bbl.

Eastern deck handline salt cod, \$5.55 per cwt.; for large \$5 for mediums and \$5 for snappers.

Bank halibut 14 3-4 cts. per lb. for white, 11 cts. for gray, with the heads on.

Salt cusk, large, \$2.50 per cwt.; medium, \$2.

Salt haddock, \$2 per cwt.

Salt hake, \$2 per cwt.

Salt pollock, \$2 per cwt.

Splitting prices for fresh fish:

Codfish, large, \$2.50 per cwt.; medium, \$1.80; snappers, 80c.

Cusk, large, \$1.75 per cwt.; medium \$1.30; snappers, 50c.

Haddock, \$1.30 per cwt.; hake, \$1.30 per cwt.; dressed pollock, \$1.30 per cwt.; round pollock, \$1.20 per cwt.

Georges handline salt cod, \$5.55 for large and \$5.50 for medium.

Halifax Fish Market.

The weather of the past week has been so intensely cold at Halifax, N. S., that there has been nothing doing in fishing circles and it may be some few days yet before there is anything moving. It is reported that a vessel will be loaded at Halifax with hard fish for Oporto. The market there is firmer and as there are no supplies available in Newfoundland there is a good demand. At this season of the year there are generally three or four vessels leaving St. John's for Oporto.

Bank cod is wholesaling at Lunenburg for \$6.25 a quintal, which is the highest for many years. Stocks are getting low and prices are sure to remain firm, but hardly likely to advance as it is thought they have reached the limit.

Scale fish are getting scarce and any loose lots that have been available have been gobbled up at fancy prices. Pickled herring and alewives are advancing and there are very few of the latter available as last spring's catch is about used up.

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NOT MANY FISH AT T WHARF.

DEALERS WILL BE ENABLED TO OPEN NEXT WEEK WITH CLEAN FLOORS.

T wharf has a pretty small hang-out in the fish line this morning but the dealers are perfectly satisfied. They have been swamped with fish all the week and would like to start next week with clean floors. Two off-shore fares of haddock, five market boats with ordinary fares and a load of frozen herring up from Gloucester, were all who answered the bell this morning.

Sch. Benjamin F. Phillips hails for 69,000 pounds and sch. John J. Fallon has 63,000 pounds, about all haddock in each case and the most of them going to smoke at \$1.65. Shore haddock brought \$3.25, large cod \$4 to \$5.50 and pollock \$3.60 to \$3.75.

The frozen herring are in sch. Fannie A. Smith and will go lively.

Boston Arrivals.

The fares and prices in detail are: Sch. Fannie A. Smith, frozen herring from Gloucester.

Sch. Benjamin F. Phillips, 65,000 haddock, 4000 cod.

Sch. John J. Fallon, 60,000 haddock, 3000 cod.

Sch. Manomet, 9000 haddock, 2000 cod, 3000 hake.

Sch. Belbina P. Domingoes, 7000 haddock, 2500 cod, 3000 hake.

Sch. Ethel B. Peasey, 5000 haddock, 2000 cod, 1500 hake.

Sch. Mary Edith, 2500 haddock, 200 cod, 500 hake.

Sch. Jessie Costa, 8000 haddock, 1500 cod, 600 hake.

Haddock \$1.65 to \$3.25 per cwt.; large cod, \$4 to \$5.50; market cod, \$2 to \$3; pollock, \$3.60 to \$3.75.

Portland Fish Notes.

Several good fares of fish were landed at Portland by vessels of the local fleet Thursday. They report Wednesday as being a good day for fishing notwithstanding the extreme cold. Several others which went out the same night were glad to get back yesterday without making a set, the crews reporting it very rough outside and blowing hard. They were all badly iced up and several had been boarded by heavy seas but suffered no loss. Sch. Sylvia M. Nunan, which landed fish Thursday hauled out on the marine railway yesterday to fix her propeller, which has become disabled in the rough weather this week.

The fares were: Albert W. Black, 9000; Eva and Mildred, 9000 and Sadie M. Nunan, 15,000 for the F. S. Willard Company; Lochinvar, 8000; Crusader, 2200; Minerva, 2500; A. P. Parkhurst, 2500; Angie B. Watson, 7000; Bernie and Bessie, 4000 and the small boats, 10,000 for the dealers on Commercial wharf. The prices paid were steady.

While it was thought last fall that the bait supply for the winter would be short, there seems to be enough on hand now in Portland to keep all the fishermen supplied. Not only are the Portland vessels getting their bait here but practically all the other Maine craft and some of it is even being shipped to Gloucester. Bluebacks are being used almost entirely and they are proving immensely successful.

Capt. George McLean will use the sch. Shepherdess which he has just purchased in buying hake along the Maine coast. He will take station off Monhegan and secure his hake from passing fishermen.

Not for months, and in the opinion of some, have there ever been so many sea gulls at one time off Commercial wharf as was the case Thursday forenoon. A number of trips of fish were brought in and the sea food was being cleaned and the waste thrown into the water. The gulls not having had a feast like this for a long time, were attracted from all directions. They seemed to fill the air and the water. They flew, fluttered and fought until it seemed as if the whole place were alive with the feathered creatures. At one time, the gulls were so thick it was impossible to see the South Portland shore.

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BOUNTY FOR FISHERMEN.

CAPT. HANS JOYCE DELEGATE FROM PACIFIC FISHERMEN TO URGE LEGISLATION.

Capt. Hans Joyce, one of the leading halibut skippers of the Pacific coast, and some years ago a well known leader in the mackerel fishery on this coast, was in this city on Thursday and talked to several of the members of the Board of Trade and the Master Mariners Association on the matter of a bounty for New England fishermen and fishermen from American ports on the Pacific coast.

It is understood that the captain is a delegate representing the Pacific fishermen in the matter, and that the object of his visit here was to get the endorsement of the Board of Trade and Master Mariners Association for the project.

He left Thursday afternoon for Boston, where he was to talk over the matter with some people there, and went to Washington yesterday and presented the matter to the proper officials there.

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NO ARRIVALS AT THIS PORT.

MARKET BOATS UNABLE TO FISH WITH NORTHEAST WIND OUTSIDE.

The fishing arrivals at this port from Saturday noon to this morning have not been "so's you'd notice them," indeed there have been none.

Few, if any, however were expected. The market boats have dodged out twice since Saturday night. They had no chance to fish yesterday and this morning could be seen outside the breakwater, jogging. The wind is northeast and there are snow squalls outside and there will probably be no fishing done today. The boats are expected back in port by noon.

Today's arrivals and Receipts.

Sch. Stranger, shore.
Sch. Frances P. Mesquita, shore.
Sch. Georgianna, shore.
Sch. Rebecca, shore.
Sch. Manomet, shore.
Sch. Rose Standish, shore.
Sch. J. J. Flaherty, via Boston.

Vessels Sailed.

Sch. Walter P. Goulart, haddocking.
Sch. Mary Edith, haddocking.
Sch. Ida S. Brooks, haddocking.
Sch. Emily Sears, haddocking.
Sch. Mary E. Cooney, haddocking.
Sch. Emily Cooney, haddocking.
Sch. Mary E. Silveira, haddocking.
Sch. Harriett, haddocking.
Sch. Belbina P. Domingoes, haddock-
ing.
Sch. Mary DeCosta, haddocking.
Sch. Jeanette, haddocking.
Sch. Yankee, haddocking.
Sch. Mary DeCosta, haddocking.
Sch. A. C. Newhall, haddocking.
Sch. Joseph H. Cromwell, haddock-
ing.
Sch. Valentina, haddocking.
Sch. Mettacommet, pollocking.
Sch. Thomas Brundage, pollocking.
Sch. Clara G. Silva, Boston.
Sch. Mary B. Greer, Boston.
Sch. Nokomis, Boston.

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Georges headline salt cod, \$5.55 for large and \$5.50 for medium.

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NEWFOUNDLAND HERRING FLEET AGAIN CLEARED FROM THE ICE

Three of Four Vessels Reach Clear Water at Woods Island.

Most of the Fleet of 15 Vessels Reported Sailed for Home.

It is a fishermen's saying, as old as the hills, "It's hard telling the mind of a squid." Another saying might well be added to the fisherman list, "You never can tell about what's going to happen at Bay of Islands."

The heavy blizzard which raged at Bay of Islands Friday afternoon and night and made things look worse than ever, holding again the four crafts in its ice grasp, three of whom had once been freed, beside keeping the big fleet anchored at Woods Island from sailing for home, actually turned around Saturday and did the Good Samaritan act.

When things looked the blackest the snow held up and the northwest heavy wind hauled around into a southerly gale, which broke up so much ice in the Humber Arm that the schs. Dauntless, S. P. Willard and Ella M. Goodwin, were again freed and were able to get down to Woods Island and anchor safely, with the rest of the fleet, and yesterday conditions were such that it was expected that sch. Constellation, which was in the ice farther up the Arm than the three others, would also soon be clear.

Yesterday the weather was mild and the wind continued to blow strong from

the southward, and dispatches received during the day indicated that most of the fleet of 15 sail which had been lying at Woods Island for several days, awaiting a chance to sail for home, and also the three craft which had been ice-imprisoned, had got underway and were on the homeward track. The messages also indicate that some of the skippers who have been down to Bay of Islands superintending the loading of several vessels had started to come home by rail.

A dispatch from South West Point, Anticosti, this morning states that the thermometer there stands at five below zero, with a light northeast wind going and light broken ice moving west.

Cargoes Discharged.

Sch. J. J. Flaherty has completed the discharge of her cargo of frozen herring at Boston and was towed down here Saturday.

Sch. William Matheson is taking out her frozen herring at the freezer here.

At Bonne Bay on Second Trip.

Sch. T. M. Nicholson, of the Bucksport fleet, now on her second trip, is at Bonne Bay, N. F., and will try to secure a cargo of herring there.

The British Sch. Strathcona, arrived at Halifax, N. S., Friday, from Bay of Islands, N. F., with a cargo of herring.

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Poaching in Canadian Waters.

In the Canadian parliament on Friday Mr. Barnard, conservative of British Columbia declared that poaching in British Columbia waters had become a "systematic business," and Hon. Mr. Brodeur declared that within a short time the department of marine and fisheries would be in a position to cope with the situation and would do so.

Mr. Loggie was told by the minister of marine that no concessions had been made by Canada relative to licenses in the recent fishing negotiations. The foreign office had expressed the view that Canada could not insist upon the license being taken out by foreigners, but the United States representatives, after hearing the reasons advanced by the Canadian delegates, had accepted the condition that licenses should be required.

Portland Fish Notes.

Taking advantage of the excellent weather at sea Friday, practically the entire fishing fleet was on the grounds off Cape Elizabeth with the result that over 80,000 pounds of fresh fish was landed in this port Saturday. Sch. George H. Lubeer was the high liner to arrive as she brought in a total of 20,000 pounds. The other vessels and their fares follow: Katie L. Palmer, 7000 pounds mixed fish; Eva and Mildred, 7000; Albert Black, 9000; George Lubeer, 20,000; Edmund Black, 8000; Robert and Carr, 12,000; Mildred Nunan, 12,000; Fannie Hayden, 5000; steamer Pet, 3000 pollock.

Former Gloucester Vessel Sprung Afloat.

Rudderless and leaking so fast that the crew was able to keep her afloat with difficulty, the schooner Centennial, formerly a well known fishing craft of this port, was towed in at Rockland, Me., on Friday by the revenue cutter Woodbury. The schooner was bound from New York for Eastport, with a load of coal and during Thursday night got off her course. Long Ledge, Bass Harbor, would have been her undoing but for the timely arrival of the cutter. The schooner was placed on the railways at Camden for repairs.

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Sch. Marjie Turner Bound to Portland With Newfoundland Fish.

The Portland Argus of Saturday, says:

"Parties interested in the fishing industry are feeling confident that good will result from the negotiations now going on at Washington between representatives of Canada, Newfoundland and the United States, and that with a final settlement of the vexed questions pertaining to the fisheries which have existed for so many years there will be a great revival of the industry at this port, which in former years rivalled Boston and Gloucester in the aggregate value of its fishing trade, which at one time figured in the millions, giving profitable employment to hundreds of men.

Hon. C. N. Trefethen Friday received a dispatch stating that the fishing schooner Marjie Turner, which left here about five weeks ago for the Newfoundland coast, was at Shelburne, N. S., on Thursday with a full cargo (1668 quintals) of salt fish, which she will bring here for the Lord Brothers of this city. All on board were reported well and the schooner was expected to sail Friday for Portland.

"This is the first cargo of any size of that kind of fish ever brought here from Newfoundland, but Mr. Trefethen expects that with a satisfactory fishing treaty many more will follow. The Turner gathered her cargo at St. John's Carbonar, Port de Greve and other points on the Newfoundland coast, finding fish plenty everywhere. Her cargo is composed entirely of green (pickle salted) fish, but the owners of the schooner in the future trips to the coast intend handling both fresh and salt bulk fish."

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Will Fit for Haddocking.

Capt. Val O'Neil will now fit out sch. Flora S. Nickerson at Boston for winter haddocking.

Capt. Thomas Cordo is fitting out sch. Muriel at Boston for winter haddocking.